

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

May 20, 2003

Minutes

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, Board Room 145-147, Phoenix, Arizona on May 20, 2003 with Chairperson Roc Arnett presiding.

Members Present:

Roc Arnett, Chairperson
Dwight Amery, Member-at-Large
Jim Lykins, Maricopa County District 2
Paul Schwartz, Maricopa County District 4

Members Absent:

Ron Gawlitta, Maricopa County District 3
Tom Liddy, Maricopa County District 1

Others Present:

Debra Brisk, ADOT, Deputy Director
Doug Nintzel, ADOT Community Relations Office
Kevin Biesty, ADOT
Bill Hayden, ADOT Ombudsman
Elizabeth Neville, ADOT
William "Blue" Crowley, citizen
D. D. Baker, citizen

Chuck Eaton, Consultant, DMJM
Kwi Kang, ADOT
Dan Lance, ADOT
Bob Wade, ADOT
Eric Anderson, MAG
Bill Hahn, MCDOT
Edward Johnson, citizen

1. Call To Order:

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 5:00 p.m..

2. Approval of Minutes, January 21, 2003:

Chairman Arnett called for a motion to approve the minutes of the January 21, 2003 meeting. Dwight Amery move to approve the minutes and Jim Lykins seconded the motion.

Chuck Eaton thanked the Committee members for attending his retirement luncheon. He said serving on the Committee was a good experience and expressed his appreciation for everyone's support.

3. Staff Report:

Bill Hayden reported the following information.

- The State Transportation Board approved the name change from the Squaw Peak Parkway to the Piestewa Freeway on May 1, 2003.
- The Santan/I-10/Maricopa Road Traffic Interchange contract for construction was awarded to Pulice Construction on May 9, in the amount of \$11.9 million. Reconstruction of the interchange is particularly significant as it is a contributing factor in their ongoing negotiations with the Gila River Indian Community with regard to the South Mountain Freeway. The interchange will become a gateway into the Indian community's developmental activities in and around I-10 south of Pecos Road.
- The Santan/Union Pacific Railroad underpass utility relocation contract was awarded to T&T Construction for approximately \$1.8 million.
- The opening celebration for S.R. 51 from Bell Road to the Pima Freeway will be held this Saturday. The freeway will actually open the first week of June.
- Santan/Loop 202, 56th Street to McClintock Road is currently under construction.
- Santan/I-10 Traffic Interchange east half – Chandler Bridge traffic is now open, with two lanes in each direction. Median work is continuing. We hope all ramps and the final configuration of the Chandler Bridge will be completed in June.
- Price/101/Santan/202 Traffic Interchange – excavation and drainage work continues.
- Grand Avenue at 27th Avenue – All traffic has switched to the new alignment. The entire project is scheduled to open later this summer.
- Grand Avenue at 43rd and 51st Avenues – Drainage work continues on various sections.
- Red Mountain Freeway, Higley to Power – 100% plans are underway.
- Red Mountain Freeway, Loop 202 / SR60 Traffic Interchange – Plans are currently underway.
- Santan Freeway, Dobson to Arizona Avenue – Construction bids opened May 16.
- Grand Avenue at 55th Avenue – Construction bids will open this month.
- Grand Avenue at 59th Avenue – Drainage and draft EAS underway.
- Grand Avenue at 67th Avenue – Bid advertisement on hold due to the City of Glendale's request. Construction project has been moved to FY 2004.
- Grand Avenue at 75th Avenue – Construction project advertised this month. Bid opening next month.
- SR 51, Bell Road to Pima Freeway – Landscaping project is tied into a habitat replacement.
- South Mountain Freeway Corridor – We are continuing the EIS and are approximately half-way through the timeframe anticipated for its completion. Two issues have surfaced. The first is the fact that the corridor alternatives pass through three districts within the Gila River Indian Community. The districts are all governed by their own Councils. A presentation was made to District 6 and a positive response was received. The Governor of the community asked if we could meet with the other two districts, first independently and then as a group. We are tentatively scheduling the group meeting for the second week of June. The second issue surrounds alternative alignments in the west valley.

- HDR and staff have met with the cities of Avondale and Tolleson to discuss the alternatives, in particular, the feasibility of connecting the South Mountain Freeway at the interchange at 99th Avenue. We were somewhat surprised by their strong opposition to a South Mountain alignment going through their cities.
- The Reauthorization Bill currently being evaluated is estimated to include \$247 billion for highways and transit. Apparently, many environmental groups throughout the country are apprehensive about the Bush Administration's recommendation to streamline the environmental process, fearing it will be detrimental to the country's natural resources.

The following questions and comments were made:

- Chairperson Arnett asked why the SR 51 landscaping project was not cut as a result of the current budget issues. Mr. Lance explained the right-of-way agreement with the BLM and land owner included a mitigation requirement to revegetate the retention basin area.
- Mr. Hayden clarified for Mr. Schwartz that Glendale does not oppose the project, but wants right-of-way issues addressed before work proceeds. Mr. Lance explained Glendale asked to have construction delayed so they can reevaluate their superstreet connection to Grand Avenue. He said, in principle, Glendale has agreed to fund the increase which is estimated to be just under \$500,000.
- In response to Chairperson Arnett's question, Ms. Brisk reported the Reauthorization Summit is scheduled for May 28 at the Mesa Sheraton.

4. Status of Regional Transportation Plan and Sales Tax Extension:

Eric Anderson, MAG, reviewed the Regional Transportation Plan, noting it was the largest planning initiative in the region in over 40 years. He stated the plan will act as a blueprint for regional transportation investments for the next 20 years and create a policy framework that identifies transportation priorities. He emphasized the plan will be guided by performance goals. He explained the sales tax expires at the end of 2005, leaving the state without a major source of transportation funding.

Mr. Anderson reported, between 1990 and 2000, the valley's population increased by 950,000 and the number of registered vehicles increased by 810,000. He noted, population growth is projected to exceed 6 million people in the valley by 2030. He displayed population concentration maps for 2000, 2010, 2020 and 2030, depicting where population growth will occur. He also reviewed maps indicating the percent of build-out per population for the same years, pointing out the southeast valley is completely built out and the northeast valley is almost built out by 2020. He explained their transportation model and projection series include a good portion of Pinal County and, based on their analysis, they are recommending some north/south highways be built in Pinal County to take some of the pressure of I-10. Mr. Anderson discussed current and future employment concentrations and employment densities, pointing out the southeast valley will reach employment build-out by 2030. He reviewed the impact growth is expected to have on transportation, stating a majority of arterials will be operating at Level of

Service E and F by 2025 if steps are not taken to accommodate the growth. He stated the freeways will also be operating at Level of Service E and F by 2025 if the department does not continue to invest in the freeways.

Mr. Anderson said, while the plan places an emphasis on the extension of the half-cent sales tax, it also looks at a full range of revenue options available for transportation. He reviewed performance measures and evaluation criteria used to evaluate projects. He said transportation revenue is anticipated to total \$29.4 billion over the 20 year plan, with \$6.9 billion in City and County HURF funds, \$5.4 billion in transit fares and local transit sources, and \$17.1 billion in regional funding sources. He explained regional funding sources include \$8.3 billion from the half-cent sales tax extension, \$.8 billion in ADOT 15% funds, \$4.5 billion in ADOT Discretionary funds, \$.7 billion in Federal 5307 Funds, \$1.6 billion in Federal 5309 Funds, \$.4 billion in Surface Transportation Funds and \$.8 billion in Congestion Mitigation Air Quality Funds.

Mr. Anderson reviewed the types of projects that could be funded, stating a component of the plan will cover each transportation mode. He discussed the results of three modeling scenarios, one with an emphasis on freeways, a second with an emphasis on arterial streets and highways, and a third with an emphasis on transit. He pointed out each scenario was constrained to the \$17 billion available for funding. He reviewed specific roadway and transit improvements associated with each alternative and their resulting impacts on AM and PM peak levels of service.

Mr. Anderson stated the plan is on a fast track, with the modeling scenarios presented to the Transportation Policy Committee tomorrow. He said they will then be transmitted to the State Transportation Board, Regional Transit Authority and Maricopa County on Thursday for formal review. He noted the plan will also be sent to all member agencies and each of the four Indian tribes. He said there will be a 30 day review period, during which time they will begin constructing a hybrid scenario for presentation at the June Transportation Policy Committee meeting. He said the modified plan will then be transmitted to Air Quality in September and to the Legislature at the end of November, with the intent of getting authorization to proceed with the sales tax election one year from today.

The following questions and comments were made:

- In response to Chairperson Arnett's question, Mr. Anderson announced public workshops will be held on May 22, May 29, June 3, June 4 and June 5.

5. Update on SR 51 HOV Design Build Project:

Bob Wade, ADOT, stated the SR 51 HOV Design Build project is the third in the Phoenix Construction District. He said SR 51 differs from the other two projects in that it is constrained in right-of-way and lacks major arterials. He stated the original contract bid totaled \$75.6 million and completion is anticipated in February 2004. He explained the project encompasses approximately 10 miles of HOV lanes, an elevated HOV connection from I-10 to SR 51, bridge widenings, a continuous concrete median barrier and new median lighting. He said it will also include updated signing, utility relocations, FMS relocations, drainage improvements, new sound

walls, rubberized asphalt overlay and landscaping. He explained the use of braided ramps will remove weaving movements from I-10, improving operations on I-10 from Level of Service F to Level of Service B.

Mr. Wade stated the primary purpose of the Public Information Plan is to provide timely and accurate project information for dissemination through various media, including direct marketing, websites, open houses, newspapers, individual meetings, media briefings and print and radio announcements. He stated proactive methods, including weekly public relations meetings, monthly TSM meetings, timely hotline and email responses and public speaking assignments will also be used to disseminate current project information. Mr. Wade stressed the importance of communicating honestly with the public, planning for special events and maintaining traffic flows. He said dynamic signing will be used to notify travelers of planned construction and for incident management. He said the noise walls will be made of a lightweight, durable, product and will match existing graphics.

6. Call to the Public:

D.D. Barker, citizen, commented on the important role the Committee plays in terms of freeway transit, particularly given passage of HB2292. She asked if this would be an appropriate time for the public to submit written comments regarding the transfer of transit to MAG. She stated a number of projects are being proposed that will hinder efforts to reduce pollution. She noted she participated in the CO Non-Attainment Area lifting and stressed the importance of putting plans in place with regard to standards for ozone, carbon monoxide and particulates. She said the Transit 2000 election contest is still pending because the U.S. Supreme Court construed that she filed an out of time Writ of Certiorari. She expressed her opinion Committee members should be required to sign Conflict of Interest forms, stating the Committee's chair has conflicts of interest given his involvement with the East Valley Partnership, Arizona Cardinals, and MAG TPC.

Chairperson Arnett noted he will not be available on July 15 and asked Ms. Neville to reschedule the meeting.

- 7. Next Scheduled Meeting:**
Thursday, July 24, 2003
Arizona Department of Transportation
206 South 17th Avenue
Board Room 145-147
Phoenix, Arizona 85007

8. CTOC Member Reports:

Mr. Lykins agreed with Mr. Wade on the importance of communicating with the public.

9. Closing comments and Adjournment:

No comments were made

Meeting adjourned at 6:30 p.m.